



US 51/WIS 29 Corridor

Fox Glove Road to Big Rib River

Frequently asked questions

Why does the corridor between Foxglove Road and Big Rib River need to be improved?

Primarily, improvements are required because of increasing traffic volumes and congestion experienced on both US 51 and WIS 29, and on the local road system. The existing US 51/WIS 29 corridor was constructed in the 1960's, using design standards that are obsolete today. A summary of issues includes:

- The existing pavement needs to be replaced
- To increase capacity, a third lane is needed in the area where US 51 and WIS 29 are routed together (WIS 29 will have two-lane ramps)
- Improve ramps at existing WIS 29 east interchange and provide 55 mph directional ramps for better flow of traffic and to reduce crashes
- Providing sufficient distance between on/off ramps to allow vehicles to merge and add additional lanes between ramps
- Providing four lanes of traffic for local roads crossing the US 51/WIS 29 corridor, eliminating traffic bottlenecks
- Improve traffic flow through signalized intersections – relocate or eliminate accesses within 500 feet of interchange ramps.
- Improve pedestrian/bicycle access across the US 51/WIS 29 corridor – provide sidewalks along selected roads crossing the US 51/WIS 29 corridor

Will the interchanges and overpasses remain at their existing locations?

The **WIS 29 east interchange** will remain at its present location, but will be modified to allow 55 mph speeds on ramps to/from US 51. The interchange ramps along the WIS 29 route will be widened to two-lane ramps.

The **Marathon County N and NN** interchanges will remain at their existing locations. The ramps will be lengthened and widened to prevent traffic backups extending onto mainline US 51/WIS 29. These roads will be widened to four lanes with additional turn lanes at intersections to improve traffic flow and reduce the current congestion problems.

County N, west of US 51/WIS 29, will be realigned to intersect with the new west corridor. County NN will be realigned to the north to allow the bridge to be raised two feet and to allow the existing overpass structure to carry traffic during construction.

The **Fox Glove Road** and **Robin Lane** overpasses will remain at their present locations, but will be widened to accommodate future traffic volumes and pedestrian/bicycle traffic. These overpasses will also be raised to provide adequate vertical clearance for the larger trucks using this facility. Robin Lane, west of US 51/WIS 29, will be realigned to intersect with the new west corridor.



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A newsletter published by the Wisconsin Department of Transportation to keep citizens informed.

Will this project affect any other local roads or private accesses?

The reconstruction of the interchanges at **Marathon County N** and **NN**, the overpass at **Robin Lane** and the construction of the new west corridor requires the following modifications to the existing local road system and private accesses:

County N

- Entrances west of US 51/WIS 29 will be consolidated to a common entrance located approximately halfway between the interchange ramp and the new west corridor.
- Entrances east of US 51/WIS 29 will remain at approximately the existing locations.

Robin Lane

- The Robin Lane/Bob-o-link intersection will be closed because it is too close to the new west corridor intersection.

County NN

- The Raven Avenue intersection will be converted to a right-in/right-out only. A median on County NN will prevent left-turns.
- Residential entrances for properties south of County NN between Raven Avenue and the new west corridor will be limited to a right-in/right-out entrance.
- Martin Avenue and commercial entrances between the new west corridor and the US 51/WIS 29 ramps will be closed. Alternative access to businesses in the southwest quadrant of the interchange is currently being evaluated.
- Park Inn will be provided one access onto County NN. This entrance will be combined with the west entrance to Firststar Bank.
- The western two entrances to the town of Rib Mountain hall will be combined into a single entrance aligned with the Park Inn entrance to the south.

How many residences and businesses will be relocated?

Six residences and two businesses located within the project limits, north of County NN and west of US 51/WIS 29, may require relocation.

When will this section of US 51/WIS 29 be reconstructed?

This section is currently scheduled for construction between 2004 and 2010. The County N interchange and Robin Lane overpass will most likely be the first projects constructed.

Will all roads remain open to traffic during construction?

WisDOT is currently reviewing the construction staging for each of these alternatives. Two lanes of traffic in each direction will be maintained on US 51 during construction. Access to properties adjacent to this project will be maintained at all times.

Temporary road closures will be minimized. If a temporary road closure is required during construction, access will be provided to adjacent properties.